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Preliminary Summary Report

UNITED STATES BICENTENNIAL WORLD EXPOSITION, BOSTON 1976
NEW COMMUNITY FOR BOSTON

Planning Design Group
Urban Design Department, Boston Redevelopment Authority
August 1968

CONTENTS

1. PROGRAM

- A. Background
- B. Objectives
  - 1. Bicentennial
  - 2. Exposition

2. SITE

- A. Objectives

3. EXPOSITION

- A. Design Objectives
- C. Plan
- E. Environmental design
- F. Framework

4. NEW COMMUNITY

- A. Design Objectives
- C. Plan
- E. Enfironmental design
- F. Framework

5. RE-USE POTENTIAL

6. CONCLUSION

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I. PROGRAM

I.A. Successful expositions of the past have understood the problems and opportunities of their time and have moulded the two into a statement and a direction for the future. The Crystal Palace of London's 1851 Exposition was prophetic in its use of prefabricated materials for flexibility, economy and expediency. It also brought together for the first time all classes of society in a single space for a common purpose and further laid a foundation for future European cooperation. Paris's 1889 celebration, incorporating the latest design and engineering techniques, became the first to integrate separate buildings into a single urban complex and left the city a permanent legacy in the Eiffel Tower. Subsequent development on the same site for the 1937 exposition demonstrated the potential of the exposition as a generator of urban form. The banks of the Siene, crossing the axis of the Eiffel Tower were lined with buildings and pedestrian ways calculated to anticipate development and direct its growth. In Chicago in 1893 impressive innovations in design and planning controls resulted in a coherent, balanced though asymetric plan that was visually harmonious, architecturally unified and understandable.

The pervasive trend of recent expositions has been toward more universal and thematic content versus individual exhibitionism and toward permanent re-use versus inflexible single use or temporary facilities. Seattle's 1962 program provided permanent structures and the site for a 72 acre urban civic center. Most recently, Expo 67 left Montreal a modern transportation system, an island complex with permanent housing and inaugurated the

sophisticated use of advanced audio and visual devices having important implications for the future. The coming Osaka exposition promises further advances with provision of a physical framework for exhibitors, on site housing and greater integration of audio-visual communication techniques as a means of extending the experience of the participant.

I.B. Consistent with past directions, the historic significance of the occasion and the needs of the future, this proposal contains two programs: the celebration of the bicentennial anniversary of the United States and the exploration and solution of problems we increasingly share with all mankind. The commemoration of two centuries of independence will not be a preoccupation with past accomplishments but the investigation of their implications for the future. Our independence has been democratic and magnanimous and has lead to a search for international order, peace and cooperation. By identifying itself with the larger goals of mankind the celebration can become a more meaningful expression of the world as we find it today.

I.B.1. The bicentennial celebration provides a fitting context and theme for the exploration of mankind's universal aspirations. 200 years ago the Declaration of Independence of the United States inspired a universal goal that has resulted in less than two per cent of the world's population today living in territories officially termed "dependent". A great new effort, for interdependence, is the goal of our time. Telling the story of American independence, the great mixture of racial, ethnic and national contributions to it through a system of sub-centers and two-way television throughout the United States and the world will be an appropriate way of combining national and international goals. Special attention will be given to contributions of European, African and Asian individuals and cultures to the United States with emphasis on the yet unfulfilled role of the American Negro.

I.B.2. The International Exposition will be two things: a framework for international communication, participation and coordination to solve common problems in an urbanizing world and a working laboratory to explore and find solutions to urban problems. Following the Exposition, the physical

framework will become a new community for Boston.

I.B.2.a. Social communication has lagged behind our technical ability to communicate happenings all over the world instantaneously. Regardless of language we are still unable to clearly communicate our precise thoughts or intentions to others. The Exposition will explore new forms of social communication through the most advanced technology to solve what may be our greatest remaining unexploited opportunity.

The coming together of people for participation in common activity and endeavor is more relevant today than traveling to a particular location to see what can be communicated by technical media. Through the functions of living, working, studying and playing the process of participation will be generated within the Exposition. The individual will be an integral part of the Exposition, rather than an observer, experiencing the living patterns of this new urban environment and of the future new community.

Because of modern communications technology we can no longer claim ignorance of the problems of the world. We know that many of these problems, including food, water, medicine and housing could be solved if resources of research, knowledge and money could be coordinated. The program and physical structure of the Exposition will provide a framework for coordination in which the smallest endeavor can contribute to the largest in a total integrated effort to reach for answers at all scales. Individual program centers will be established to deal with specific problems and opportunities in the fields of education, recreation, conversation, identity, research and amenities. These will provide both the organizational and physical means of communicating ideas and concepts, participating in solutions and coordinating efforts.

I.B.2.b. By the year 2000 world population will have doubled and most people will be living in urban centers. Problems of the physical environment must be solved before that time. The Exposition will be a laboratory

for developing concepts of housing, transportation, open space and public services that transcend practical sufficiency by responding to human social and psycological needs as well. New educational and recreational programs will extend the horizons not only of the school aged but of the public as a whole.

I.B.2.c. The basic program and framework of the celebration and exposition has been designed to provide a nucleus for a new community that will give direction to future growth of Boston. Structures as well as program elements will be designed for re-use, reducing the cost of the exposition and emphasizing the program over the container itself.

2. SITE

2.A.1. The site selected is part of the Boston Metropolitan region contiguous with already developed areas of the city. It was selected, in addition to its proximity to the core, because of its size, the development potential of its shoreline and islands and the environmental qualities of the harbor. In addition, its location anticipates and directs a logical pattern of regional growth in contrast to uncontrolled suburban sprawl. The site will become one of several satellite cores, related to mass transit terminals or interchanges and connected with major arterials, that ring the downtown regional core. This sub-core will become a focus for future development to the east, in corporating the harbor islands, the north and west and the South Shore area. By the year 2000 with a major employment base in the field of education, the new community will serve a surrounding population of 150,000.

2.A.2. Beyond its regional implications the development of the site holds specific advantages for Boston with implications for other water oriented urban centers. The marine environment of the community, its recreational amenity and the increased accessibility and useability of the shore and islands will become a major resource for Boston as well as an integrated part of the life of the community. New methods

of making land, with pile supported and floating platforms, integrated with new water transportation systems will offer new solutions to the shortage of urban land which faces many cities today. Conservation of the natural processes of the site and dependent areas will be assured by careful integration of natural function and those imposed by human use.

2.A.3. The site development program is the result of the particular logic of the site, respecting the dictates of topography, land form, patterns of development and circulation and the inherent potential for future development. In this respect, it provides an opportunity and a challenge to coordinate local, regional and national objectives for conservation, development and socio-economic opportunity for the greatest mutual benefit.

3. INTERNATIONAL EXPOSITION

3.A. The design of the International Exposition has three primary objectives: to provide a three dimensional ordering framework to accomodate the Bi-centennial and Exposition programs, to facilitate total re-use of structures, components and systems and to provide the nucleus for a new community.

3.A.1. The physical framework of common necessities, open space circulation, structural, utility and movement systems, should be flexible enough to allow adaption of infill areas to suit the needs or specialized purposes of the individual exhibitor while preserving overall continuity and organization. With the continued increase of available leisure time, the open space system of the Exposition should explore the potential of traditional, as well as new kinds of public space, to provide more enjoyable social experience and recreational opportunity. The exposition can also test and demonstrate new forms of transportation that provide choice, efficiency and enjoyment, including various methods of water transport.

3.A.2. The entire exhibition should be desinged for total re-use, either as continuing elements of the new community, new elements in the existing city or as prototypes for use in any city.

3.A.3. The New Community should be the final legacy of the Exposition and its program. One of a series of satellite cores, it should become an integral part of the city rather than an isolated suburban utopia.

3.C.1. Evolving from the program requirements, the character and limitations of its site and the design objectives, the Exposition plan is a large square with an open center of water. Three of the four corners are the locations of program and theme areas, entrances to the Exposition, parking terminals, transportation interchanges and administrative areas. These areas will contain the highest intensity of land use where many exhibitors will be able to exhibit simultaneously, separated horizontally or vertically with public space between. At one corner the Water Plaza is the focus for the major exhibitions and the Exposition. Between the corners floating platform areas accomodate a variety of secondary activities including non-thematic exhibitions, entertainment, water activities and a major educational center. Exposition housing, adjacent to the corners will be subdivided into apartment size units to house 40,000 visitors. The last major area, Thompson Island, will remain in its natural state except for a small area adjacent to the north program center, that will include a zoo, animal farm, boating lagoon, amusement area, marina and a 2,000 square foot controlled climate dome.

3.C.2. Circulation will be limited to transit and pedestrians. Automobiles will be intercepted by a series of multi-level parking garages at the entrances, contiguous with horizontal and vertical transit, and in the three housing areas. 100,000 people will visit the Exposition each day by mass transit on a new extention of the Harvard-Ashmont MBTA line - secondary transit, composed of high capacity, individual, rubber wheeled, 50 passenger modules on an electric track, will circle the

entire site with a two way loop connecting all entrances. The third system, interconnected with the secondary, consists of 25 or 5 passenger modules, operating at low speed, and moving through buildings to give viewers an opportunity to view exhibitions without leaving the vehicle. Modules will operate on separated electric tracks or manually, for greater flexibility. The fourth system makes use of water and will act as an impetus to explore water transit potential.

3.C.3. The open space system provides the overall framework for viewing and experiencing the Exposition. A heirarchy of places and corridors insures diversity within an ordered framework. Regional places, such as Thompson Island, and the Water Plaza, are linked with major places of the Exposition and with other parts of the city. The linking corridors pass through and interelate a variety of secondary and minor places, related to specific activities or structures. Differentiation of major and minor corridors is a means of orientation and of experiencing the Exposition at different levels of involvement. Intersecting corridors generate communication, interaction and orient action.

3.E. An important part of the public structure of the Exposition, the Environmental Design Program, functions at the smallest design scale as the overall framework at the largest, by ordering and integrating minor elements occuring throughout the environment. By conciously responding to human needs of order, variety and a sense of participation, these elements can express and enhance the public aspect of the environment thus making it more enjoyable. These elements, designed for re-use in the New Community and in the city where parallel needs exist, include lighting, planting, information, street furniture and service element, component systems.

3.F. The basic physical framework of the Exposition has been designed to accomodate a variety of options within the limitations imposed by basic objectives and key physical elements. These are the foundation of a successful Exposition and are the constants by which

alternatives may be judged. Briefly stated they are:

1) Cohesiveness of the framework as a whole including: program, regional growth pattern, conservation and development and the open space, transportation, utility and structural systems of the Exposition.

2) Respect for inherent qualities and an ecological need of the site consistent with its development potential.

3) Re-use of the site, structures and program elements and the creation of a nucleus for the New Community.

4) The key physical elements: a strong focal center, overall site circulation and continuous transit loop, integration of parking and transit and access to parking entrances.

4. NEW COMMUNITY

4.A. The design of the New Community has three primary objectives: to provide an overall framework for community living within which the individual can shape his own environment, to create a new kind of public environment for the creative utilization of increased leisure time and to provide a social, economic and physical focus, for the new community and the South Shore.

4.A.1. Like the Exposition, the New Community should provide a strong, overall order and organization within which the individual can express his own identity by fulfilling his specific needs and desires. The Major open spaces, circulation, transit, public structure and utility systems which constitute the framework are retained and modified to meet the different needs of the community. Program and theme areas become centers of community activity; working, shopping, playing and meeting people.

4.A.2. To provide a real alternative, the new community must display a new attitude toward the function of the city environment in contrast to the traditional one of practical necessity and expediency. By exploiting the positive potential of the environment for creative recreation, integration of daily activities and social communication the new community can demonstrate how cities of the future can be more healthy, and enjoyable places in which to live.

4.A.3. The Water Plaza containing a great variety and intensity of activity, like Harvard Square in Cambridge, can become a regional sub core and focus for surrounding areas of Boston and the South Shore and for future development occuring in the harbor to the east.

4.C.1. The overall plan for the New Community is essentially the same as the Exposition plan. Access, circulation, parking, transit and open space systems, institutional and recreational facilities and structural and mechanical systems are retained from the Exposition and modified to meet the different needs of the community. Major changes are the re-arrangements of the floating platforms to accomodate additional housing and a major institution and in the nature and mixture of activities.

The Water Plaza, the focal center, will retain many of the original elements; education centers, auditoriums, theaters and exhibition structures and will gain a diverse mix of shops, offices, stores, cinemas, restaurants, industries, hotels, apartments, institutions, and recreation facilities.

Exposition housing will be reconverted into 9,000 larger units for permanent use and 6,700 additional units will be constructed on relocated floating platforms. Much of the housing will provide only basic structural, utility and open space systems allowing tenants to complete units according to their individual means or desire. In this way, the framework can provide low income, self help, housing on the one hand and compete with suburban standards on the other.

Housing areas will also gain a more diverse mix of supporting elements including: service, commercial, educational and recreational facilities. Thompson Island, with its marinas, recreation facilities and controlled climate dome will remain a primary regional open space.

Provisions for three major regional institutions and related industries will provide an internal economic base and help to shape the quality of life in the community.

4. C. 2. Auto circulation for the New Community will, as in the Exposition, be confined to parking garages and transit interchanges at the entrances and in the housing areas. Approximately one third of the storage required for the Exposition can be converted to Community uses because of decreased demand.

Primary mass transit will be retained and extended as future demand develops. The secondary line will be converted to a one way system to provide continuous internal circulation between transit interchanges, the core and various community facilities, the tertiary system will be discontinued but its hardware will be re-used in the community and Boston to reduce dependence on private auto transportation. Water transportation will be retained as an amenity and a mode appropriate to the needs of the community.

4. C. 3. The open space structure will remain and be adapted to the post exposition use. Different parts of the system will be enjoyed by people from other parts of the city or used by smaller community or neighborhood groups. Family oriented spaces will also be provided for people to develop as they like.

4. E. Environmental Design Components, tested in the Exposition, will be modified and supplemented to meet the needs of the community. Many components expended after the Exposition will be re-used in Boston.

4.F. Alternative site plans for the New Community are made feasible by the flexible framework system developed for the exposition. As for the Exposition plan, alternatives can be measured in terms of the basic objectives for the new community, the site and the region.

5. RE-USE POTENTIAL

Related to the Exposition objective of total re-use and the Program objective of providing a laboratory to test solutions to urban problems all components of the Exposition have been designed for proto-typical application. Exposition systems, buildings, housing, transportation and environmental components will be re-used in both New Community and Boston.

6. CONCLUSION

This proposal, above all, provides a framework for achieving different but interdependent objectives. The conceptual framework of a cooperative international search for solutions to mans problems in an urbanizing world leads to the strategic and physical framework of the laboratory for urban problems; the working Exposition. This framework is the nucleus for the New Community. The basic hypothesis is determined by design and planning criteria. Further studies must be undertaken in other areas to substantiate its conclusions and coordinate it with other objectives of the city and region.

2B SITE PROGRAM - Revised

Land Area	515 acres
Existing shore land	55
Fill	185
Platforms	80
Floating Platforms	65
Existing Island	130

Access

- Vehicular
  - Southeast Expressway (N-S)
  - Morrisey Boulevard (Improved) (N-S)
  - Gallivan Boulevard " (E-W)
  - Proposed new road (E-W)
- Mass transit
  - MBTA, Harvard-Ashmont extention
- Water Transport
  - Downtown, Atlantic Avenue
  - Airport, East Boston
  - Railroad terminals, North and South Stations

Entrances

5 Vehicular	45,000 vehicles	100,000 persons/day
3 Mass transit		100,000 persons/day
6 Boat		

3B EXPOSITION PROGRAM- Revised

Land Use		
Exhibition		200 acres
Theme		100 acres
Pavilion		100 acres
Amusement		(Included in above)
Aministration & Service		" " "
Open Space		280 acres
Thompson Island		130 acres
Pedestrian (Included in Exhibition acres)		95 acres
Road		40 acres
Service		15 acres
Housing	(17,500 du @ 133/acre)	130 acres
Columbia Point	(13,300 du @ 140/acre)	95 acres
Savin Hill	(4,200 du @ 120/acre)	35 acres
Parking		23,700 spaces
Columbia Point (3 levels/under)		4,200 spaces
Savin Hill " " "		8,000 spaces
Columbia Point Housing (1 level/under)		4,500 spaces
Savin Hill Housing (1 levle/under)		2,000 spaces
Quincy overflow (Surface)		5,000 spaces
Entrances (Auto, transit and boat except as noted)		
Program Center, Squantum		3 points
Columbia Point		1 point
Quincy		1
Thompson Island (Boat only)		1

Transit		
Primary	(MBTA)	40,000 pass./hr. capacity
Secondary	21,000 lin. ft.	60,000 pass./hr. "
Tertiary	14,400 lin. ft.	5-10,000 pass./hr. "

4B NEW COMMUNITY PROGRAM - Revised

Land Use		
Core (Mixed use)		100 acres
Institutional - Columbia Point		52 acres
Housing	(14,500 du @ 67/acre)	215 acres
Columbia Point re-use	(6,600 du@67/acre)	95 acres
Savin Hill re-use	(2,100 du@70/acre)	35 acres
Columbia Point new	(3,600 du@120/acre)	30 acres
Thompson Island new	(2,200 du @ 40/acre)	55 acres
Open Space		280 acres
Thompson Island		130 "
Pedestrian		100 "
Road		45 "
Service		15 "
Parking	22,800 =	22,800 spaces
Core (3 levels/under)		10,000 "
Columbia Point Re-use		44,500 "
Savin Hill "		2,500 "
Columbia Point New		3,600 "
Thompson Island New		2,200 "

Transit		
Primary	MBTA	
Secondary	21,000 lin. ft.	30,000 pass./hr. capacity
Tertiary	7,200 lin. ft.	5-10,000 pass./hr. capacity

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Insert #2 to Preliminary Draft

3. C. I. EXPOSITION THEME PAVILION

The Exposition Theme Pavilions will provide the framework for communicating ideas, participating in formulation of solutions, and coordinating all efforts, large or small. Separate Theme Pavilions will be designated for sub-themes such as Education, Recreation, Conservation, Research, identity and Amenity. Individual participants will be able to exhibit and take part in programs related to each of the categories depending on interest and ability to contribute in a specific or general way.

Planning and design of Theme Pavilions will have to await development by participants and exhibition designers. It is easy to imagine however the way in which one of these pavilions could evolve. A major space in the center of the pavilion --covered with a vast skylight and capable of handling approximately 800 visitors at a time or between 20 and 25,000 per day--would provide a generalized summation of developments in the specific category: for instance, Education. Three-dimensional electronic projection, such as in the holograin, would stimulate historical developments in education related to the Bicentennial observation while simultaneously depicting concurrent conditions in other parts of the world. The end of the presentation would be a projection in time, based on intelligence generated by all participants, showing how education might occur in a new world of national, and cultural interdependence.

In other major spaces in the pavilion smaller numbers of visitors would explore sub-categories of the theme such as philosophy, religion, or the natural and physical sciences, through other media. These spaces would be developed in a variety of ways: as theatres and auditoriums for film and slide presentations, for live theatre, performing arts and lectures by world figures; as forums and

assembly halls where, by closed circuit television and U.N. style communication systems, all participants could be involved in discussion in a face-to-face relationship; and finally, as giant exhibition halls where ideas, concepts and facts might be displayed by multi-media, to invite comment and interaction by visitors.

Meanwhile throughout the pavilion, ranged over as many as sixteen levels, literally hundreds of exhibits (up to 1000) would be occurring simultaneously. These exhibits, sponsored by national governments, international organizations of all kinds, industry, foundations, citizen groups, educational institutions and school systems would provide the widest range of exhibition and involvement. Informal conversations, dramatic presentations, manipulatable education models, computerized information retrieval banks, and televised happenings around the world would occur in spaces ranging from ten foot cubicles, operated by a publishing house, to a great exhibition hall that might be established by one of the nations of the world. Media used by exhibitors to convey information will include virtually every technique known today and many that are only being discovered or in research and development stages. For the first time in history, hundreds of participants will combine efforts toward a common goal: communication, rather than diffusing and duplicating efforts to convey much the same information in a variety of forms. At the same time by emphasizing the distinct qualities of different cultures in their approach to similar problems, the exhibits will strengthen the quality of diversity that enhances the lives and experience of all men.

Because of the flexibility of the basic framework, exhibition spaces will vary not only in content but in size and shape. Limitations will be imposed only by the structural and mechanical systems and the circulation spaces that order both the visual and physical function of the pavilion as a whole. These open and public spaces integrate movement, visual experience and participation in the various exhibits and the

program. Mechanical devices such as escalators, moving sidewalks, and passenger modules will expedite movement while courts, terraces, nooks and a variety of services such as restaurants, nurseries and lounges will provide respite from the intense activity of the Exposition. It will be possible to sit, in a rough equivalent to a sidewalk cafe, high in the workings of the pavilion overlooking the Great Space. One hundred fifty feet below, people will be seen moving to and fro. Across the space the various tiers of exhibitions, concessions and pedestrianways will be alive with movement, graphics and color. It will require an effort of the imagination for the fairgoer to remember that he is still in the twentieth century.

UNITED STATES BICENTENNIAL WORLD EXPOSITION, BOSTON 1976

Insert #3 to Preliminary Draft.

3.C.2 TRANSPORTATION SYSTEMS

The Exposition and New Community neccessitates research and development of new movement systems and significant improvement of existing systems. The re-use of the Exposition as a New Community provides an opportunity to test the validity of a flexible public framework for movement of persons, goods and services. The primary objective for all movement systems is to optimize this re-use potential of vehicles and pathways after the Exposition for use by the New Community, other parts of the city of Boston, and as prototypes for other metropolitan areas.

3.C.2.a. Design objectives have been established concerning physical characteristics of the hardware governing system efficiency and convenience for the user. Vehicles and flow channels must be efficient, at high and low capacities in order that they be capable of serving multiple functions. The flexibility of a system should be maximized while the required infra-structure should be minimized. The transportation modes should be designed to be convenient, comfortable and unobtrusive. A sufficient degree of choice of mode, speed and route should be offered to both Exposition visitors and residents of the community. The user should have a minimum number of changes of mode on a short or long trip. Entrance and exit into vehicles should be easy and efficient. Where appropriate public and private modes should have views of the Exposition and community. Within the site conflict of vehicular and pedestrian movement should be minimized.

3.C.2.b.1. Circulation within the Exposition will be limited to public transit and pedestrian movement, with provisions for servicing during the off hours. Automobiles will be intercepted by a series of

multi-level parking garages adjacent to the entrances, and in the housing areas, on grade. In all cases parking is contiguous with transit and pedestrian ways, horizontally, vertically or both. Only half of the 24,000 parking spaces are needed for the New Community. The remaining spaces, on grade and in structures will be converted to housing, commercial and other community uses.

3.C.2.b.2. During the Exposition 100,000 persons will visit the site each day by mass transit. The primary transit mode will be MBTA in the form of an extension of the Cambridge-Ashmont line. This line will provide one entrance stop during the exposition with extensions possible for the New Community and existing residential areas to the south. Supplementing the land transit by MBTA will be special bus services from particular locations in and around Boston. A primary Harbor system composed of high speed medium capacity hydrofoils will operate on schedule from locations such as Government Center, Logan Airport and other harbor locations which might accommodate additional parking facilities. Helicopter service of a parallel nature might be provided if demand warranted. Re-use of these same vehicles for the New Community would consist of altered schedules and use of extra modules for other routes in Boston or other cities.

3.C.2.b.3. Secondary transit moving people through the Exposition would be composed of individual rubber wheeled modules of 50 passenger capacity, capable of operating individually or in a train, following a magnetic guidance device on a grooved pathway. The system in this form will be a high capacity, two way loop system, circling the entire site and connecting all entrances, administration and service points. This automated bus system would be essentially the movement device for the Exposition, but would also provide a fast excursion through the entire site and provide the visitor with a general overview. The bus modules would be re-used as free or guided transit modules in the New Community and other parts of the city, operating on the existing street system.

An adjunct of the secondary transit would be excursion trips by water in high speed, medium capacity, hydrofoils which visited historic sites in the harbor area. These modules would accommodate 100-200 persons and operate on schedule.

3.C.2.b.4. The tertiary movement system connecting with the second and first, consists of a number of different transit modules which will move leisurely through buildings and site giving the viewer the opportunity to enjoy exhibitions without leaving the vehicle. These vehicles, in 25 (group) or 5 (individual) passenger modules would operate either guided or free depending on location. While moving free they would move at little more than pedestrian speed. Water modules or corresponding size and movement would supplement the land vehicles. During the Exposition these vehicles would be exclusively public. The re-use function of the 25 person modules would be as mini-buses in the New Community and in downtown Boston. The 5 person modules could be sold as private short range, slow speed modules, similar function, dispersed throughout the harbor area.

3.C.2.b.5. A fourth system of circulation is the pedestrian network. During the Exposition the pedestrian ways will connect all primary, secondary and tertiary termini with all exhibits, dwelling units, open spaces, and service facilities. These channels could be used by passenger vehicles traveling at pedestrian speeds and service vehicles during off hours. A system of street furniture and graphics as well as appropriate landscaping would accommodate all fair visitors. In the case of the multi-level theme pavilions this system would occur at various levels above grade. The pedestrian network would be re-used in the New Community with adjustments in street furniture, graphics and landscaping according to the different capacities and functions.

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I.B.I. EXPOSITION INFORMATION CENTER

Past fairs have failed to communicate directly with a significant segment of the world's population. The Boston Exposition will be- in a sense - composed of Information/Communication Centers distributed throughout the United States and the world. With Exposition Central in Boston as focus, for receiving, processing, distributing, storing and displaying information, local sub-centers will extend participation in the Bicentennial and Exposition Program and supplement traditional visits to the site. The sub-centers will serve as focal points for local celebrations and displays related to the Bicentennial and Exposition Program while communicating these events to Exposition Central. The dispersed centers will provide an international network of communication linking all parts of the world.

The hierarchy of centers will range from those in national capitols to urban communities and remote hamlets of less than 5000 population. Regional centers would be located in major cities such as Boston, Philadelphia, Atlanta, Chicago, Dallas, Denver, Seattle and Los Angeles. State capitols and other cities of over 100,000 population would be a third level of distribution and would provide an opportunity for state administration and organization. At the smallest, though potentially most important, level of participation will be centers serving urban and rural populations of 4 to 5000. The exposition could be a powerful means of overcoming the present social, cultural and physical isolation of many such groups. As the focus of the Bicentennial Celebration, the Exposition will receive inputs from the New England Historical region and other parts of the nation where important historical events - such as western expansion and the admission of the fourty-ninth and fiftieth states - took place.

The primary component of the communication system is the Exposition itself where all national and international research and development would be coordinated and information processed and displayed. Other centers would vary in size and content depending on service area and specific needs of its particular location. In national and regional locations, centers would probably be similar to one of the Exposition Theme structures in size and content. Such a structure would be a multi-level building occupying approximately an entire city block and containing a great variety of exhibits, activities and related functions. At the smallest level the center might be a modest structure located in a park or plaza containing electronic equipment capable of broadcasting to and from Exposition Central. All audio-visual devices employed would be capable of public display of information at a scale appropriate to that of a particular center.

Like the Exposition itself, sub-centers are planned for continuing use as a new kind of urban social element, City or Community Rooms, as they might be called, would serve the long range function of international, national,regional, metropolitan or community civic centers. In addition to their primary communication function these centers could incorporate a range of optional re-use functions dependent on the needs of a particular city or community.

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